

Rudder Flutter

178 Seconds to Live

Reprinted from *Top Fun Flyers News*

controls to clear those towers. With no warning, you're in the soup. You peer so hard into the milky white mist that your eyes hurt. You fight the feelings in your stomach that tells you're banked left, then right. You try to swallow, only to find your mouth dry. Now you realize you should have waited for better weather. The appointment was important, but not all that important. Somewhere a voice is saying, "You've had it - it's all over!" You've only referred to your instruments in the past and have never relied on them. You're sure that this is just a bad spot and that you'll break out in a few minutes. The problem is that you don't have a few minutes left.

You now have 178 seconds to live.

Your aircraft "feels" on an even keel but your compass turns slowly. You push a little rudder and add a little pressure on the controls to stop the turn but this feels unnatural and you return the controls to their original position. This feels better but now your compass is turning a little faster and your airspeed is increasing slightly. You scan your instruments for help but what you see looks somewhat unfamiliar. You are now experiencing full blown Spatial Disorientation. Up feels like down and left feels like right. You feel like you are straight and level again but you're not. The spiral continues.

You now have 100 seconds to live.

(Continued on page 3)

How long can a licensed VFR pilot who has little or no instrument training expect to live after he flies into bad weather and loses visual contact? Researchers at the University of Illinois did some tests and came up with some very interesting data. Twenty VFR pilot "guinea pigs" flew into simulated instrument weather, and all went into graveyard spirals or roller coasters. The outcome differed in only one respect - the time required until control was lost. The interval ranged from 480 seconds to 20 seconds. The average time was 178 seconds - two seconds short of three minutes.

Here's the fatal scenario.....

The sky is overcast and the visibility is poor. That reported five mile visibility looks more like two and you can't judge the height of the overcast. Your altimeter tells you that you are at 5500 feet but your map tells you that there's local terrain as high as 3200 feet. There might be a tower nearby because you're not sure how far off course you are so you press on.

You find yourself unconsciously easing back just a bit on the

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IDAHO DIVISION OF AERONAUTICS 3483 RICKENBACKER BOISE, ID 83705 208/334-8775	

Administrators Column

By: *Bart Welsh*
Aeronautics Administrator

Ed Stimpson Appointment

Special congratulations are due to Ed Stimpson, the former head of the General Aviation Manufacturers Association. Ed has been named to the post of Ambassador to the International Civil Aviation Organization (ICAO) by President Clinton. The ICAO is a branch of the United Nations and is headquartered in Montreal, Canada. ICAO was originally formed in 1944 to establish international standards for aviation. These included establishing English as the standard international language and commonality of navigational aids. The ICAO represents 180 different member nations around the world, three of which serve as a council, meeting periodically to address aviation issues. Issues currently up for review include GPS navigation, noise and emission regulations and a number of international aviation treaties. A special thanks goes to Ed for the assistance he has given us in Idaho. Although this prestigious assignment will take him to Montreal, his roots remain in Boise. Our best wishes to Ed on his new assignment.

FAA Grand Canyon Overflight Rules

On a different topic, the FAA has reversed its position on the new rules concerning overflight of the Grand Canyon. The National Association of State Aviation Officials has worked diligently with

the FAA to reach a compromise on this issue. In their last meeting it was thought that such a compromise had been reached, one all parties could accept. In general, commercial air tour operators would develop a plan, including routes and altitudes to be flown, for FAA approval. Unfortunately, with the FAA's change of heart, the new rules bear no resemblance to the original compromise. Under their change there will be no flights below 14,500 feet except in certain corridors that allow flights at either 11,500 feet or 10,500 feet. This is an unfortunate, overly restrictive solution to a simple problem. Of the 5 million visitors to the Grand Canyon, there were only 36 complaints. Restricting overflights by general aviation aircraft is being touted as the solution to this problem but at the expense of the air tour operators. The United States Air Tour Association and the National Air Transportation Association have both taken extremely strong positions in opposition to this new plan. When the new rules go into effect, the battle will need to be re-started, requiring legislative action to correct another unjust attack on general aviation.

Let's Be Safe

We are now entering the final phase of Idaho's best flying season. The end of summer and the beginning of fall offer some of our most ideal weather and an excellent opportunity to enjoy our greatest passion, flying. However, in spite of such beautiful weather, the accidents continue, often the result of someone exceeding their capability as a pilot or the capability of their aircraft. Statistically, there were 621 people killed in general aviation accidents in 1998. Newspapers and other local media often used these accidents as an

opportunity to exploit the down side of aviation. While each accident is certainly a tragedy, during the same period 794 people were killed in bicycle accidents, 808 were killed in recreational boating accidents and 831 were killed by trains. Although aviation is not inherently dangerous, there is no room for complacency or irresponsibility. We know that most accidents are the result of poor decisions, incomplete planning or in flight distractions. While potential mechanical failures can usually be detected on the ground, either during annual or preflight inspections, a leading cause of engine failure year after year is fuel starvation. We must take the extra moments necessary to ensure that each and every flight is thoroughly planned and that all equipment is in good working order. The basics, those habits, procedures and techniques given to us early on in our training, will continue to keep us safe only if we endeavor to use them. We should spend time reading about accidents and studying their causes. Flying publications are full of them and it is in our best interest to look carefully at each and decide "Could that have happened to me?" "Under what conditions could I have been that statistic?" For most of us, at some time in our flying careers we could answer yes to either of these questions. We are the lucky ones. Being able to fly in such a beautiful state is one of the most exciting and thrilling activities we may experience. Let's keep it that way by using careful and diligent flying practices. Don't say, "I was one of the lucky ones" but ensure that you are one of the skilled ones.

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178 Seconds to Live

(Continued from page 1)

You glance at your altimeter and you are shocked to see it unwinding. You're already down to 3000 feet. Instinctively, you pull back on the controls but the altimeter still unwinds. You don't realize that you are in a graveyard spiral and it only gets worse. Your plane is almost sideways, you're just tightening the turn by pulling up but all you can see is that altimeter going lower, lower, lower. The engine is into the red and growling and the airspeed is dangerously high. The sound of the air passing by begins to resemble a scream.

You now have 45 seconds to live.

Now you're sweating and shaking. There must be something wrong with the controls; pulling back only moves the airspeed indicator further into the red. It's supposed to do the opposite! You can hear the wind tearing at the aircraft. Rivets are popping as the load on the wings and tail far exceeds its design specs. 1800, 1500, 1100 feet... down you go.

You now have 10 seconds to live.

Suddenly you see the ground. The trees rush up at you. You can now see the horizon if you turn your head far enough but it's at a weird angle - you're almost inverted! You open your mouth to scream but ...

Your time is up!

Think about it before you press on into marginal weather without an instrument rating AND recent instrument practice or experience. It is just as important to keep your instrument skills current and honed AFTER you become rated.

Someone once said, "Flying itself is very safe, but it is mercilessly unforgiving of error." Could there be a truer statement? JFK never got a weather briefing, had less than 1200 hours total time, less than 25 hours in his new plane, by all reports a complex Piper Saratoga. He flew into nighttime blindness with no instrument experience and the rest is history that none of us will ever forget. Very sad indeed for a family who has known this kind of tragedy all too often and also a family who lost two daughters, one of them an identical twin.

FLASH!!!

John Frank has been selected as the "Kick-off" speaker for the Annual Aviation Conference. John is the founder and executive director of the Cessna Pilots Association, the worlds largest aircraft organization, with over 11,000 members. The CPA publishes a monthly magazine, a weekly newsletter, and has an outstanding webpage.

John is considered one of the true experts on all aspects of Cessna aircraft. He is an instrument rated commercial pilot and flight instructor, and is an IA rated mechanic with over 30 years experience. John and his staff travel the country conducting in-depth classes to helping Cessna owners and pilots get the very best efficiency, performance and economy for their airplanes. As an owner of a C-210, he knows well the importance of sharing knowledge with each other.

State considering transport to the Annual Aviation Conference

Often we receive the suggestion that the state's annual aviation conference be moved to various locations around the state instead of always holding it in Boise. Vendors and commercial sponsors are important to help offset the costs of this undertaking. As they are interested in reaching the largest number of people, this mandates that we hold the conference in a location guaranteeing them the greatest exposure. Because Boise has such a large population, the conference will not likely move from Boise in the near future.

As a result of this situation and the desire to make travel to the conference easier for those who live in the North and East, the conference planning committee is looking into the possibility of chartering buses. We would like to know your thoughts on this idea. Our plan is to schedule comfortable charter coaches to bring those from the North and East interested in attending the conference, arriving in time to attend the kickoff luncheon on Thursday and returning after the closing activities on Saturday night. Although the final cost would depend on the number of participants, if 40 people, for example, wished to come from Idaho Falls to attend the conference, it would cost approximately \$35.00 round trip. Please let us know if this is something you would consider. At this point we are only trying to get a feel for the feasibility of attempting this project.



Everyone had a great time at SkyStar - even the adults!

8TH ANNUAL ACE ACADEMY TOPS SUMMER'S AVED ACTIVITIES...:

By: Frank Lester, Safety/Education Coordinator

Aeronautics and the aviation community played host to students from across Idaho for the eighth consecutive year. Twenty-six students from Sandpoint to Boise to Burley and Twin Falls participated in this annual celebration of



Lee Daniels is the best (only) cook around!

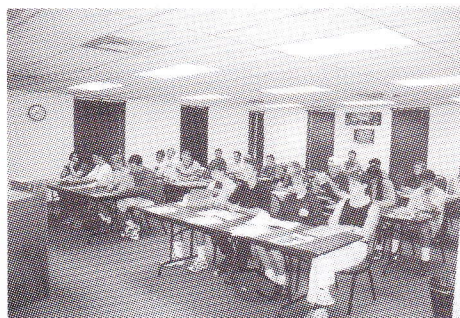
aviation. Each student received a first-hand look at the various careers and

schools available for them to pursue one of the many aviation careers. Many volunteers, including the National Guard, SkyStar, Inc., FAA, Southwest Airlines, Lighter-than-Air America and the Boise Air Terminal, gave their valuable time to present



Even at the end they had to think!

fascinating and important career information to the student attendees. Representatives of Embry-Riddle Aeronautical University,



All we really wanna do is look at PLANES and HELICOPTERS!

Idaho State University, Rocky Mountain College, Verde Aviation and the Air Force Academy provided the ACE participants insight into traditional and non-traditional avenues toward aviation careers. However, nothing

engaged the students more and created greater enthusiasm than the navigation flights to airports at Garden Valley and Idaho City.

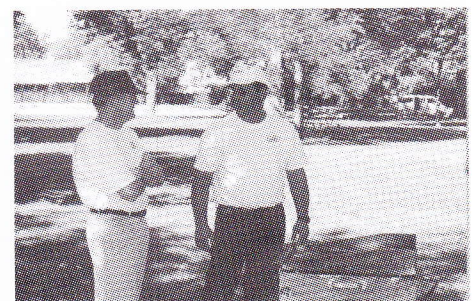


Bob McCormick and his "co-pilot/Navigators"

This was the premier opportunity for them to sit along side one of the many professionals that fly our



The entire class at the wrap-up "friendly" skies. Every student left with exciting memories from this activity-packed trek through a maze of aviation careers.



J. T. tells Frank how it really is

CFI/Student Fly-In

By: *Frank Lester*, Safety/Education Coordinator

Armed with charcoal, burgers and cokes, Ray Glidden and I loaded our trusty state C-206 and headed to Garden Valley airport for our first-ever CFI/Student Fly-In last July 21st. Although we exactly equaled the number of attendees, the fly-in was considered, conceptually, a success. The idea, conceived by Ray, is to have an informal get-together of instructors and their student(s) to talk flying. Students have the opportunity to experience flying in mountainous terrain and try their hand at soft and short field techniques. We will discuss whatever topics are of interest to the instructors or students. A bar-b-q and good old-fashioned hangar flying topped off this fly-in's activities. We at



Simulated photograph (because Frank forgot the camera) of Jerman Rose and Zach Parris (CFI) from Pullman, Washington, and Ray Glidden (short guy on the left) at Aeronautic's first-ever CFI/Student Fly-In at Garden Valley.

Aeronautics hope this idea catches on, possibly planning one near Boise and one in another part of the state next year. Look for more information coming soon to instructors and FBOs in your local area.

13th Annual Family Fly-In and Aviation Safety Conference

By: *Frank Lester*, Safety/Education Coordinator

Another successful Family Fly-In was held this year at West Yellowstone, Montana, July 16-18, 1999. Over 450 pilots and 200 aircraft participated. Twenty eight volunteer flight instructors gave over 420 hours of free dual instruction in the FAA's "Wings" program as well as 20 individuals who took advantage of free PACE inspections. In addition to the flying activities, a three-day aviation trade show as well as 40 safety semi-



John Goostrey and an unidentified pilot (Harrison Ford) hung around while everyone else was selling banquet tickets.

nars and workshops were held at the West Yellowstone Conference Center. Many unique and interesting aircraft were on display throughout the fly-in. Several people, including a local FAA Safety Program Managers, were lucky enough to have their picture taken with a special visitor on Saturday. Planning has begun for next year's fly-in, currently scheduled for a return engagement at West Yellowstone, August 11-13, 2000. Mark your calendars and plan for three days of aviation fun and excitement!

See you there!

RADIO CHATTER...

By: Frank Lester, Safety/Education Coordinator

Angel Flight Revisited...

For those of you who missed last quarter's article on Angel Flight or missed the continuation of the article on page 2, here are the contacts you can follow up with for more information:

IAA Lewis and Clark Chapter President: Dick Roberts: 208-743-2306; 1516 First Street, Lewiston, ID 83501; dr@aeroair.net.

Main Office in Santa Monica, CA: 1-888-426-2643, info@angelflight.org

Website: <http://www.angelflight.org>

And The Saga Continues...

In last quarter's *Rudder Flutter*, I acknowledged and corrected (or so I thought) an error I had made in interpreting the FARs on night cross-countries. Before the ink had time to dry on the page, I discovered I had fallen on my sword a moment too soon. In fact, thanks to Greg Herbert from Boise, an FAA Designated Pilot Examiner, much to my surprise I was actually correct the first time. He informed me that according to instructors at a recent examiner's school in Oklahoma City, it was interpreted that there is a minimum distance of **50 NM per leg on night cross-countries**. To help you follow their reasoning, here is a flow of the regulation as it was described to me: FAR 61.1(b)(3)(ii)(B) defines a cross-country leg as including "...a point of landing that was at least a straight-line distance of more than 50 nautical miles from the original point of departure..." FAR 61.109(a)(2)(i) further states that night training requires "One cross-country flight of over 100 nautical miles total distance."

In terms that I understand (not more than three fingers, a grunt and words of three syllables or less), the night cross-country must be a total dis-

tance of 100 NM in length and have at least 50 NM per leg, straight line, from the original point of departure.

There is a slight difference in definitions between this and the long solo cross-country. Refer to FAR 61.109 (a)(5)(ii) for details.

If you have a question on the FARs or a technique/procedure you want to have clarified, explained or commented on but want to approach the FAA anonymously, send them to me and I will contact the appropriate experts. Contact me by telephone, 208-334-8780, FAX, 208-334-8789, email, [fl Ester@itd.state.id.us](mailto:fl Lester@itd.state.id.us) or letter, 3483 Rickenbacker, Boise, ID, 83705. I will not divulge your name; however, I reserve the right to publish your question and the response, **ANONYMOUSLY**, in the *Rudder Flutter* for the benefit of others.

Flight Instructor Refresher Clinic

Don't forget the upcoming Flight Instructor Refresher Clinic to be held at the Shilo Inn in Idaho Falls, October 29-30, 1999. Cost for the clinic is \$135 if you register by October 15th. After the 15th, the cost is \$160. You must be registered by October 22nd to attend. See last quarter's *Rudder Flutter* or contact us here at Aeronautics for details.

Safe Pilot Program

The 1998 certificates for the Annual Idaho Safe Pilot program are being completed and will be distributed by the end of the year. Applications for the 1999 awards will be sent out in the Winter issue of the *Rudder Flutter*. The program is continually being updated to reflect your comments. We encourage every pilot to participate. One change I hope will increase your participation will be a much simplified application and more access to these applications throughout the year, similar to the FAA Wings program. Safety is our bottom line and should be yours. Support the Idaho Safe Pilot program by being an active participant and by

EVENTS

OCTOBER

29-30 FIRC, Shilo Inn, Idaho Falls
Frank Lester 208/334-8775

NOVEMBER

FAA/Wings Safety Meetings
John Goostrey, 800/453-0001 ext 225 (all meetings 7PM)
9 Twin Falls, CSI, Shields Bldg, Rm 118
16 Idaho Falls, Aero Mark, 1940 International Way
17 Pocatello, ISU Aircraft Maintenance Bldg (hangar #4) east end of ramp

FEBRUARY, 2000

18-19 FIRC, Airport Holiday Inn, Boise
Frank Lester 208/334-8775

MARCH, 2000

23-25 8th Annual Aviation Conference
Doubletree Riverside, Boise
Frank Lester 208/334-8775

getting someone you know to actively participate as well. WE ALL WIN!

Aeronautics Homepage

Check out the Division Homepage at <http://www2.state.id.us/itd/aero/>

[Aerohome.htm](http://www2.state.id.us/itd/aero/Aerohome.htm). Debbie Daniels has been diligently working to bring the website up to date. We want to provide you with the latest in information and offer easier access to the programs available to you through the Division. We will also provide links to other local aviation websites. You can help by visiting our homepage and letting us know what you think.

**2000
IDAHO
AVIATION
CONFERENCE**

March 23-25, 2000
Double Tree Hotel
Boise Riverside
Boise, Idaho

Curtis Earl Idaho Aviation Foundation

By: Tom Tucker

The Curtis Earl Idaho Aviation Foundation (IAF) has funded an improvement to the runway at Cayuse Creek. The airport is located on the north side of the Lewis and Clark trail about 20 NM North of the airport at Fish Lake and 23 NM west of Lolo pass. Curtis Earl, working with IAF president Boyd Miller and Johnny Stewart, was able to fund and complete the work on the runway by September 1, 1999. Johnny Stewart is a Director of the Idaho Aviation Association (IAA) and represents District II, the Lewis and Clark chapter of the IAA. One of the purposes of the IAF is to work in conjunction with the US Forest Service (USFS) to maintain and operate airports on National Forest lands. In this case Johnny Stewart's teams had excellent cooperation and help from the Pierce District Ranger, Doug Gomer.

Quigley Bros. Construction and Terry Lee acted as contractors to place 100 cubic yards of decomposed granite (fine sandy material) on the airport. Norm Steadman, the Pierce District Engineer, oversaw the work which included grading the ruts on the runway, applying the material, raking out the rocks and then rolling the material smooth. Grass seed and fertilizer were furnished and applied by the USFS. The airstrip is now approximately 2000 feet long and 50 feet wide. This project is an excellent example of the Aviation Community working in harmony with the US Forest Service.

The Curtis Earl Idaho Aviation Foundation is an Idaho Nonprofit Corporation that has applied for tax exempt status under IRS Code 501(c)(3). The entire general aviation community will benefit from the work accomplished by the IAF. Contributions to the corporation are most welcome and will help maintain our backcountry airports. They can be sent to Boyd Miller at POB 1558, McCall, ID 83638.

Johnson Creek: the Good, the Bad and the Ugly

By: Larry Robinson, Reprinted with permission from *The Fly Line*

Well, another weekend (our only one this year, incidentally) at Johnson Creek is history.

And what we learned and observed there wasn't good.

For instance, the caretakers report that somehow, landing over the top of, or beside, the Bryant's house seems to have become the official "way-to-do-it." Not only is that REALLY BAD PR to the folks that gave us half the land for the airstrip, there is not a shred of logic that would dictate using *that* approach over the defacto standard "Land to the South, Depart to the North" wisdom.

In addition, folks are still apparently unable to muscle their planes out of the parking spaces by hand, as they continue to drown the campground or the caretakers house/shed with dust. This is JUST PLAIN STUPID. Some of the absolute worst PR that I have ever observed in the backcountry was inflicted upon an out-of-state couple by one of our own members, by drowning their campsite, not once, but twice! An accident? Hardly.

And then there are the tourers. They don't really have any desire to *stay* anywhere. They are just out conquering airports, courtesy be damned. Two of these erstwhile aviators visited JC EARLY in the morning, danced around for about 15 minutes then took off again. To the South. Right beside Bryant's house. Combine that with the 3 or 4 other departures and was anybody sleeping? Not bloody likely.

Gentlemen, as Pogo aptly noted, "We have found the enemy, and they is us!" If we ever lose our privileges at any of our favorite airports, we can quickly discover the cause by ambling directly into the bathroom and staring in the mirror.

I will tell you that I get less likely to visit Johnson Creek with every visit in there. It is just too discouraging seeing us gleefully shooting ourselves in the foot.

Wilderness Within Reach

By: Joe Corlett

On August 14th & 15th the annual Wilderness Within Reach accessed the state airport at Johnson Creek. The 18 participants were treated to an overflight of the Frank Church River of No Return Wilderness. Landing at Chamberlain Basin was not possible this year due to fog. However, the group was hosted by IAA and the Ada County Aerial Sheriffs at the Johnson Creek airport, which is taken care of by Gene and Cody Hargett. This year the group was treated to a van ride along Johnson Creek to Yellowpine and Wapiti Meadows, where they were able to see the beautiful Idaho scenery.

The IAA had a fly-in breakfast following the previous evenings festivities. The participants joined the pilots for the morning meal, and then returned to Boise by early afternoon.

Many thanks are due to the people and companies that make this annual aviation backcountry access program possible. They include: Treasure Valley Chapter Idaho Aviation Association; Ada County Aerial Sheriffs; S.P. Air/Boise Pilot Shop; Access Air - Barry Bryant; Arnold Aviation; Salmon Air Taxi; Treasure Valley Coffee - Tom Boyer; Idaho Division of Aeronautics - Gene & Cody Hargett. We especially appreciate all the support for pilots who contribute their time and aircraft to make this event possible.

CLOSE YOUR FLIGHT PLAN!

Pilot Talk.....

I find it very hard to explain,
The joy of piloting a plane.

Lifting from the earth, you see,
Sets your body, mind and soul
free.

I don't presume you'll under-
stand,
What it's like to leave the land.

When the daily grind has you in
its grip,
It's time to take flight! ...A re-
leasing trip.

Without assistance from anyone.
This freeing event is second to
none.

Introducing others to flight
Gives me great delight.

For sharing the pleasure
Is something I treasure.

I feel sorry for those that oppose,
The ones that reject which I pro-
pose

They chose to stay in that self-
imposed prison,
One that's walled by absence of
reason.

They're caught in the fear-
imposed grasp,
Reinforced by the misinformed
media blast.

I shrug my shoulders and shake
my head.
Think of the fun we could have
had instead

Rolls. Loops. Aerobatics
I don't participate in such antic.

Straight. Level. Gazing at the
ground,
Gives me great pleasure, I've
found.

So, I walk away from the fear-
barred prison
Content that I've escaped the ab-
sence of reason.

I walk to my plane, the machine
of flight.
A source of therapy and delight.

Jerry Terlisner
"Double Dozen Dog"
(N1212D)
July 31, 1999

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